

**ABSTRACT OF THE DISCLOSURE**

A method of engine starting in a gas turbine engine comprises rotating the engine to provide an air flow into a combustor of the engine and injecting fuel into the combustor at a varying rate until the engine is lighted-off. The varying rate of the fuel flow is a function of time and is represented by a curve having at least one high frequency with respect to a light-off time, representing instant changes of the rate for intersecting a light-off zone while reducing a quantity of fuel injected into the combustor. After the light-off occurrence fuel is continuously injected into the combustor to accelerate the engine to a self-sustaining operation condition. This method of the present invention is adapted to find light-off points under various temperature and altitude conditions, thereby advantageously providing a rapid light-off, particularly under cold weather conditions.

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